

## **Villages**

Villages provide a unique form of land use in Washington Township. The four existing villages (Eagletown, Jolietville, Lamong, and Hortonville) are communities with a small residential population and housing stock that was typically built in the early twentieth century or earlier. These villages are important in that they provide small but historic focal points within the landscape. Villages offer the opportunity to serve as the focal point of new compatible mixed use growth.

The Villages typically have a historic place name and were home to small businesses such as small grocery stores, feed stores, and institutions such as churches, post offices, and other rural institutions. As villages are renovated or expanded for the future, they will require greater density to allow the development of high quality shops, restaurants, office and commercial space that is expected today. While Villages can be expected to accommodate only a minor share of the forecasted growth in Washington Township, they are desirable land use patterns that complement the rural areas and serve as nodes of mixed-use activity. Transitions from the mixed use village, to multifamily, town-homes and finally single family and rural environments need to be provided, but each does not require separation.

While the villages may retain a historical flavor and be expanded to accommodate pedestrian traffic and socialization of neighbors, it may be difficult to respect the scale, configuration, building orientation, and building relationship to the street of the existing villages.

Major thoroughfares such as State route 32, 206<sup>th</sup> Street, Lamong Road, Horton Road, and Mule Barn Road are scheduled for improvement, but currently have no curbs, sidewalks, or street trees to make pedestrian travel safe.

It is apparent that the four named villages are all significantly different, have different characteristics, histories, and growth pressures and therefore they should each have development policies that address each village.

### **Development Policies – General**

- Encourage each village to develop a distinct image.
- Require that development and redevelopment in villages be “ pedestrian friendly”
- Preserve historic heritage and character when possible and develop and employ architectural standards that an aesthetic interest associated with each village.
- Provide linkages to alternative transportation modes, such as pedestrian, equestrian and bicycle trails.
- Continue historical patterns, such as the street grid system where applicable.
- Promote new village scale institutional uses such as schools, churches, post offices, libraries, fire stations, and other government offices to locate in the villages by collaborating with local institutions to remove or mitigate the barriers that might impede location in villages, such as parcel configuration, parking and loading needs and access.
- Require that off-street parking for uses other than single-family residential be behind the building, or if on the side of the building require screening from the street.
- Establish size limitations for individual businesses while establishing sizes that are feasible for businesses to survive. There may be a few businesses desired whose size would not be a factor.

# **Eagletown**

## **Unique Characteristics**

- Located on SR 32, west of Westfield
- Faces immediate development pressure on the north, east, and south sides.
- Homes that line SR 32 may be lost because future plans show that SR 32 will be widened.
- The proposed Midland Trace and Eagle Creek trails are benefits
- Significant historic buildings are no longer present. Journey Church and an old cemetery are the only remaining significant historical structures left in the village.
- Sanitary sewer and water will soon be available to this village.
- Little Eagle creek is a defining feature both to delineate the western edge and as a natural area to be preserved.

## **Development Policies**

- Encourage new village type of development.
- Defined boundaries can be seen on the attached Eagletown map.
- Encourage New Eagletown to develop in order to promote redevelopment of Old Eagletown.
- Immediately establish an overlay zone for Old Eagletown to control redevelopment as to enhance the character of the village.
- Encourage the development of a median on SR 32 between the future expansion of Towne and Ditch Roads
- Require new development to be “pedestrian friendly”.
- Preserve any significant historic heritage and character of the existing village.
- Encourage new development in old Eagletown to follow the pattern of development in New Eagletown.
- Continue historic street patterns where applicable. Appropriate street parking in front of buildings and have the bulk of the parking should be in the rear in order to create the atmosphere of an old downtown. Structure parking could be considered in an effort to conserve land.
- Encourage New and Old Eagletown to develop a distinct identity.
- Encourage architecture to be harmonious and complimentary between the north and south side of SR 32 in all future developments.
- Seek to encourage offices and/or apartments to locate above retail shops in the village.
- Bring buildings “up to the curb” and place parking behind the building to create a village effect.

## **Appropriate Land Uses**

- Food and entertainment
- Attached single family dwellings
- Detached single family dwellings
- Multifamily dwellings
- Commercial, including retail and services
- Offices

# **Jolietville**

## **Background**

There is no immediate development pressure on Jolietville. Sanitary sewers and water are at a considerable distance from the village, which means it may be several years before development appears, unless a developer provides the infrastructure necessary for that development to occur.

## **Unique Characteristics**

- The village is located on both the north and south sides of SR 32
- Future impact of the Mule Barn/ Shelbourne Road extension should be considered.
- Homes that line SR 32 may be lost because future plans show that SR 32 will be widened.
- The Midland Trace trail bisects the village.
- There is a concentration of small residential lots along Joliet Road.
- A small creek traverses north to south through the village.

## **Development Policies**

- Determine the impacts of the Indianapolis Executive Airport as it relates to development restrictions in the area.
- Encourage the development of a master plan for the portion of the village south of SR 32.
- Create an area of appropriate transitions between the fuel storage tanks and the rest of the village and surrounding area.
- Limit driveway cuts along SR 32 in the village.
- Add an internal street to the Thoroughfare Plan in Jolietville to limit access to SR 32.
- Create an overlay zone for the village that will ensure compliance with the mater plan for the area.
- The grid pattern of streets should be continued where applicable.
- Plan for transitions from the village to the adjacent rural residential areas to the north and south, for example, mixed use density should transition to single-family detached homes.
- The distance to sewer and water will limit potential growth for a number of years.
- A transition zone from the non residential areas adjacent to the airport to the east needs to be created.

## **Appropriate Land Uses**

- Food and Entertainment
- Attached dwellings
- Light Industrial manufacturing
- Warehousing
- Commercial, including retail and services
- Offices

# **Hortonville**

## **Background**

There has been no immediate development pressure on Hortonville, although land acquisition may be occurring among the development community in areas adjacent to the village. Sanitary sewers and water are still at a considerable distance. It could be years before development appears unless a large developer spends the money necessary to bring these services to the village.

Hortonville has a wonderful opportunity to develop as a village and to take advantage of the extended Monon Trail.

## **Unique Characteristics**

- The village sits on the future Monon trail.
- The proposed Little Eagle Creek trail will eventually connect to the Midland Trace and Monon trails, creating a dynamic triangle.
- The village has two active churches, the Friends and Methodist Church.
- The village has an active Farm Bureau Co-Op grain elevator
- The developing grid pattern on the west side of the village should be consistent with the existing grid on the eastern side as the village develops.
- 206<sup>th</sup> street connects to the village of Lamong.
- The topography becomes very rolling to the east and northeast of Hortonville.

## **Development Policies**

- Create an east-west bypass by either swinging 206<sup>th</sup> Street around the northern edge of Hortonville, or extending 203<sup>rd</sup> Street westward until it is past Horton Road and then have it reconnect to 206<sup>th</sup> Street in order to keep the structure intact when 206<sup>th</sup> Street is widened.
- Encourage new development in Hortonville to follow the Eagletown model.
- Preserve an historic heritage and character in the village.
- Continue historic street patterns where applicable. Appropriate street parking should be in front of the buildings and the bulk of the parking will be in the rear to create an old downtown feel.
- Encourage Hortonville to develop a distinct identity, possibly including agribusiness.

## **Appropriate Land Uses**

- Food and Entertainment
- Attached single family dwellings
- Detached single family dwellings
- Multifamily dwellings
- Commercial, including retail and services
- Offices

- Equestrian and agribusinesses

## **Lamong**

### **Background**

There is no immediate short term future development pressure on Lamong. Sanitary sewers and water are at a considerable distance from the village. In addition, the villages of Hortonville to the east and Jolietville to the south will develop long before growth pressures are seen in Lamong.

### **Unique characteristics**

- Unlike the other villages, Lamong has no physical trail opportunity.
- Lamong is on the future Towne/Lamong Road extension.
- Lamong sits equally between Sheridan and SR 32 (Eagletown)
- Lamong is 206<sup>th</sup> Street which connects to Hortonville.
- Lamong will be the last of the villages to receive water and sanitary sewer, which means it will be the last of the villages to develop.
- Lamong is the smallest of the villages with only a crossroads.
- Towne Road extension will have a dramatic impact on Lamong.
- There is a creek on the west side of the village.
- There are power lines south of the village.
- The topography around the village is generally flat.
- Gas lines pass through the village.

### **Development Policies**

- A dynamic new village could be created, while preserving the existing character of Lamong.
- A bypass should be created by extending the future Towne/Lamong Road extension to the east of Lamong to preserve the existing structures.
- A bypass of 206<sup>th</sup> may also be considered.
- Although Lamong is not facing imminent growth pressure, the future village character and development needs to be addressed.

### **Appropriate Land Uses:**

- Will be established in the future.